

## MARYLAND

Park Operational Base Summary: The table below shows the annual park operating base for all parks within this state. Park operational base funds are supplemented by as yet undetermined amounts of project funding from regional or servicewide-managed programs, such as cyclic maintenance, the Natural Resources Preservation Program, and the Drug Enforcement Program.

If a park is in more than one state, the park is included in each of the appropriate state tables. The full operating base is shown; no attempt has been made to split the park operating base amount between two or more states.

Congr	FY 2000	FY 2001	FY 2002 Uncontrol	FY 2002 Program	FY 2002
<u>Distr Park Units</u>	<u>Enacted</u>	<u>Enacted</u>	<u>Changes</u>	<u>Changes</u>	<u>Estimate</u>
04 Accokeek Foundation	500,000	599,000	0	0	599,000
04 Alice Ferguson Foundation	100,000	200,000	0	0	200,000
06 Antietam NB	1,962,000	2,156,000	49,000	0	2,205,000
01 Assateague Island NS	3,056,000	3,142,000	100,000	0	3,242,000
05 Baltimore-Washington Pkwy	1,245,000	1,270,000	25,000	0	1,295,000
06 Catoctin Mountain Park	1,990,000	2,121,000	49,000	0	2,170,000
06,08 Chesapeake & Ohio Canal NHP	6,540,000	7,207,000	168,000	0	7,375,000
08 Clara Barton NHS	191,000	200,000	3,000	0	203,000
03 Fort McHenry NM & Historic Shrine	1,573,000	1,609,000	40,000	0	1,649,000
08 George Washington Mem Pkwy	8,692,000	9,488,000	190,000	0	9,678,000
05 Greenbelt Park	836,000	864,000	24,000	0	888,000
02 Hampton NHS	638,000	651,000	17,000	0	668,000
06 Harpers Ferry NHP	5,111,000	5,626,000	139,000	0	5,765,000
06 Monocacy NB	420,000	597,000	11,000	118,000	726,000
04,05 Piscataway Park	461,000	488,000	1,000	0	489,000
00 Potomac Heritage NST	150,000	200,000	0	0	200,000
05 Thomas Stone NHS	583,000	589,000	9,000	0	598,000

For FY 2002, Program Changes reflect increases for the Natural Resource Challenge.

The table does not include programs from other appropriations such as General Management Plans, Land Acquisition, Line Item Construction and Maintenance, Federal Lands Highway Program, and Historic Preservation Fund State Grants. Information on the distribution of funds in those programs is outlined on the next page. There are separate sections on General Management Plans and the Trails Management Program.

**MARYLAND**  
(dollars in thousands)

PROGRAMS NOT INCLUDED IN PARK BASE:

GENERAL MANAGEMENT PLANS (See GMP section for further information)

<b><u>Park Area</u></b>	<b><u>Type of Project</u></b>
Catoctin Mountain Park	Potential New Start
Chesapeake Bay Sites	Ongoing Study
Harriet Tubman Sites	Ongoing Study

LAND ACQUISITION

None

CONSTRUCTION: LINE ITEM CONSTRUCTION (see attached)

<b><u>Park Area</u></b>	<b><u>Type of Project</u></b>	<b><u>Funds</u></b>
Chesapeake & Ohio Canal NHP	Stabilize Monocacy aqueduct	\$6,415
Fort McHenry NM & Hist Shrine	Repair seawall	\$1,480
George Washington Mem Pkwy	Rehab Glen Echo utilities (completion)	\$5,995

PROPOSED FEDERAL LANDS HIGHWAY PROGRAM

<b><u>Park Area</u></b>	<b><u>Project Title</u></b>	<b><u>Funds</u></b>
Assateague Island NS	Route 11 park entrance road	\$715
Chesapeake & Ohio Canal NHP	Resurface parking lots-Great Falls/entrance road	\$1,500

HISTORIC PRESERVATION FUND: STATE GRANTS

State apportionment: \$788

STATE CONSERVATION GRANTS

Proposed state apportionment: \$6,790

**Construction and Major Maintenance/Line Item Construction and Maintenance**

<b>National Park Service PROJECT DATA SHEET</b>		<b>Priority:</b> 35	
		<b>Planned Funding Year:</b> 2002	
		<b>Funding Source:</b> Line Item Construction	
<b>Project Title:</b> Stabilize Monocacy Aqueduct			
<b>Project No:</b> CHOH 100		<b>Park Name:</b> Chesapeake and Ohio Canal National Historical Park	
<b>Region:</b> National Capital		<b>Congressional District:</b> 06	<b>State:</b> Maryland
<b>Project Description:</b> The C&O Canal system included eleven stone aqueducts designed to carry the canal and boats across the major river tributaries that drain into the Potomac River along the canal route. The Monocacy Aqueduct is the largest and most impressive of the eleven aqueducts erected along the canal and is often described by many historians as one of the finest canal features in the United States. The Monocacy Aqueduct is considered as an icon of early American civil engineering and its designer, Ben Wright, as the father of American Civil Engineering. Its construction was begun in 1829 and was completed four years later in 1833. The aqueduct has six piers, two abutments, and seven large arches, each with a span of 54 feet. The span of the aqueduct is 438 feet, and the total length of the structure including abutments is 516 feet.			
<b>Project Justification:</b> The purpose of this stabilization project is to ensure the safety of park visitors, stabilize the structure so it can sustain the frequent floods of the Potomac and Monocacy Rivers, and preserve a true icon of early American engineering and transportation. This aqueduct which is sited at the mouth of the Monocacy River, adjacent to the Potomac River, is frequently subjected to major floodwaters and impacts of debris that is often washed against the structure on its upstream side. The National Park Service has long been concerned about the structural stability of the aqueduct, and following the 1972 Hurricane Agnes flood, the Federal Highway Administration assisted the park with the design and installation of a steel and wood banding system and grout rods to help stabilize the structure. In June 1998, the National Trust for Historic Preservation identified the Monocacy Aqueduct as one of the eleven most endangered historic places in the United States.			
<b>Ranking Categories</b>			
20% Critical Health or Safety Deferred		0% Critical Mission Deferred Maintenance	
0% Critical Health or Safety Capital Improvement		0% Compliance & Other Deferred Maintenance	
80% Critical Resource Protection Deferred Maintenance		0% Other Capital Improvement	
0% Critical Resource Protection Capital Improvement			
Capital Asset Planning 300B Analysis Required: YES:		NO:	Total Project Score: 760
<b>Project Cost and Status</b>			
Project Cost Estimate	\$	%	
Deferred Maintenance Work:	6,415,000	100	Appropriated to Date: \$0
Capital Improvement Work:	0	0	Requested in FY 2002 Budget: \$6,415,000
Total Project Estimate:	6,415,000	100	Planned Funding FY 2002: \$6,415,000
			Future Funding to Complete Project: \$0
			Total: \$6,415,000
Class of Estimate: C		Estimate Good Until: Dec. 2001	
<b>Dates (Qtr/Year)</b>			
	Sch'd	Actual	
Construction Start Award:	4 <sup>th</sup> /2002		
Project Complete:			Last Updated: April 12, 2001

**Construction and Major Maintenance/Line Item Construction and Maintenance**

<b>National Park Service PROJECT DATA SHEET</b>	<b>Priority:</b> 38		
	<b>Planned Funding Year:</b> 2002		
	<b>Funding Source:</b> Line Item Construction		
<b>Project Title:</b> Repair Historic Seawall			
<b>Project No:</b> FOMC 001	<b>Park Name:</b> Fort McHenry National Monument and Historic Shrine		
<b>Region:</b> Northeast	<b>Congressional District:</b> 03	<b>State:</b> Maryland	
<b>Project Description:</b> This project would make comprehensive repairs to approximately 1300 linear feet of historic seawall: repointing and resetting capstones; stabilizing the soil behind the wall and creating a drainage system to prevent washouts; and rebuilding the most deteriorated sections (a portion of which lies below mean low tide). The repair strategy is detailed in the 1986 Historic Structure Report for the Seawall. The seawall is a heavy masonry retaining wall about 3/4 mile in length constructed at the edge of the Patapsco River. It is constructed of cut granite stones set flush with the earthen sod embankment behind the wall. About half of the park's 35 employees are exposed to the dangers of the seawall in its current condition. Breached areas of the seawall permit wave-borne trash to be deposited on and behind the wall, adjacent to the lawn and trail. Employees are exposed to biohazardous medical waste during post-storm cleanup projects.			
<b>Project Justification:</b> The seawall was built in sections, between 1816 and 1895. Fort McHenry as a whole is listed in the National Register and the seawall is on the List of Classified Structures. The seawall's location on Whetstone Point in the Patapsco River makes it susceptible to severe wave wash during storms and large swells caused by harbor vessel traffic. As a result, several hundred feet are at high risk for failure, which jeopardizes the entire wall and nearby archeological resources. The wall is being undermined below mean low tide. Wall thickness has been eroded back by 25 to 30 percent for 150 yards. Periodic minor repairs have been done over the last 15 years to mitigate storm damage, but a comprehensive repair program is required to ensure protection of both the wall itself and archeological resources behind it. Repairs to the seawall will reduce the amount of trash that ends up deposited behind the seawall and improve safety conditions for approximately 17 employees.			
<b>Ranking Categories</b>			
10% Critical Health or Safety Deferred		0% Critical Mission Deferred Maintenance	
0% Critical Health or Safety Capital Improvement		0% Compliance & Other Deferred Maintenance	
90% Critical Resource Protection Deferred Maintenance		0% Other Capital Improvement	
0% Critical Resource Protection Capital Improvement			
Capital Asset Planning 300B Analysis Required: YES:		NO: X	Total Project Score: 730
<b>Project Cost and Status</b>			
Project Cost Estimate	\$	%	
Deferred Maintenance Work:	1,480,000	100	Appropriated to Date: \$0
Capital Improvement Work:	0	0	Requested in FY 2002 Budget: \$1,480,000
Total Project Estimate:	1,480,000	100	Planned Funding FY 2002: \$1,480,000
			Future Funding to Complete Project: \$0
			Total: \$1,480,000
Class of Estimate: C		Estimate Good Until: Jan. 2002	
<b>Dates (Qtr/Year)</b>			
	Sch'd	Actual	
Construction Start Award:	4th/2002		
Project Complete:	NA		Last Updated: April 12, 2001

**Construction and Major Maintenance/Line Item Construction and Maintenance**

<b>National Park Service PROJECT DATA SHEET</b>	<b>Priority: 10</b>
	<b>Planned Funding Year: 2002</b>
	<b>Funding Source: Line Item Construction</b>

**Project Title:** Rehabilitate Glen Echo Utilities (Completion)

<b>Project No:</b> GWMP 171	<b>Park Name:</b> George Washington Memorial Parkway	
<b>Region:</b> National Capital	<b>Congressional District:</b> 08	<b>State:</b> Maryland

**Project Description:** Local government officials developed a Cooperative Agreement Partnership cost-sharing agreement between the National Park Service, Montgomery County Maryland, and the State of Maryland to stabilize and rehabilitate Glen Echo Park. The \$18 million agreement approved and signed by all party's commits each partner to \$6 million phased over a three-year period (\$2 million/yr per partner). Each member's funding is dependent upon reciprocal funding from the other partners. The goal of the cooperative agreement is to stabilize, rehabilitate, and revitalize the park for sustainability providing the infrastructure to make the park self-sufficient. The agreement sets up a Steering Committee which oversees project development. The current project scope stabilizes/rehabilitates 20 structures (nine with National Register listings) and improves/repairs the cultural landscape and paving. Any cost overruns are to be absorbed by reducing the scope of the rehabilitation project.

**Project Justification:** Glen Echo Park (annual visitation 450,000) houses creative arts programs within the site and extant structures of a former amusement park. None of the structures were originally constructed for year-round or long-term use. Therefore, many have suffered considerable damage/deterioration due to their extremely impermanent natures. As structures deteriorate, programs are decreased and the park is effectively reduced. This project stabilizes the deterioration and rehabilitates major venues within the park to provide the infrastructure for an expanded and sustainable arts program. In 1998, an independent group of architects and engineers was funded by Montgomery County, Maryland to assess the conditions at Glen Echo Park and make recommendations. The 1999 Cooperative Agreement Plan for the Stabilization and Rehabilitation of Glen Echo Park combines both studies and develops detailed work plans with estimates for each proposed item.

**Ranking Categories**

10% Critical Health or Safety Deferred	0% Critical Mission Deferred Maintenance
5% Critical Health or Safety Capital Improvement	5% Compliance & Other Deferred Maintenance
50% Critical Resource Protection Deferred Maintenance	25% Other Capital Improvement
5% Critical Resource Protection Capital Improvement	
Capital Asset Planning 300B Analysis Required: YES: X NO: Total Project Score: 565	

**Project Cost and Status**

Project Cost Estimate	\$	%		
Deferred Maintenance Work:	3,900,000	65	Appropriated to Date:	\$3,995,000
Capital Improvement Work:	2,095,000	35	Requested in FY Budget: 2002	\$2,000,000
Total Project Estimate:	5,995,000	100	Planned Funding FY: 2002	\$2,000,000
			Future Funding to Complete Project:	\$0
			Total:	\$5,995,000
Class of Estimate: B			Estimate Good Until:	Dec. 2001

**Dates (Qtr/Year)**

	Sch'd	Actual	
Construction Start Award:	2nd/2002		
Project Complete:	NA		Last Updated: April 12, 2001

\*Appropriated funds to date do not include \$3.119 million previously appropriated to this package, which pre-date the Cooperative Agreement Partnership.